V_{major} (mph)	Passenger Car				Single Unit Truck		Combination Truck	
	Local Road		Collector or Arterial					
	t_g (s)	ISD (ft)	t_g (s)	ISD (ft)	t_g (s)	ISD (ft)	t_g (s)	ISD (ft)
15	7.5	170	7.5	170	9.5	210	11.5	260
20	7.5	220	7.5	220	9.5	280	11.5	340
25	7.5	280	7.5	280	9.5	350	11.5	430
30	7.5	330	7.5	330	9.5	420	11.5	510
35	7.5	390	7.5	390	9.5	490	11.5	600
40	7.5	440	7.5	440	9.5	560	11.5	680
45	7.5	500	7.5	500	9.5	630	11.5	760
50	7.5	550	8.5	630	10.5	780	12.5	920
55	7.5	610	9.0	730	11.0	890	13.0	1060
60	7.5	670	9.5	840	11.5	1020	13.5	1190
65	7.5	720	10.0	960	12.0	1150	14.0	1340
70	7.5	780	10.0	1030	12.0	1240	14.0	1440

V_{major} = Design speed of major road

t_g = Time gap for minor road vehicle to enter major road

ISD = Intersection sight distance (length of leg of sight triangle along major road)

ISD is shown for a stopped vehicle to turn left onto a two-lane highway with approach grades of 3% or less. For other conditions, the time gap should be adjusted and the required ISD recalculated using the formula $ISD = 1.47\ V_{major}\ t_g$.

For left turns onto a two-way highway with more than two lanes, add 0.5 s for passenger cars, or 0.7 s for trucks for each additional lane from the left in excess of one, to be crossed by a turning vehicle.

For minor-road approach grades, if the approach grade is an upgrade that exceeds 3%, add 0.2 s for each percent grade for left turns. The adjustment for the grade of the minor-road approach is needed only if the rear wheels of the design vehicle would be on an upgrade greater than 3%.

INTERSECTION SIGHT DISTANCE
FOR STOP CONTROLLED INTERSECTION

Figure 46-10G